





QUINTREX RENEGADE 4.6 SC

Quitrex's entry level Renegade package looks like a winner!

WORDS AND PHOTOS BY WARREN STEPTOE

TEST » QUINTREX RENEGADE 4.6 SC

In something of a contrast to their usual run of stretch formed upmarket models, Quintrex's Renegade models are designed to appeal to people looking for value for money packages that give you a very loud bang for your buck.

There are only two Renegade models, a 4.6 metre hull seen here as a side console, and a 5.2 metre centre console. Package is the operative word here because both come as fairly complete boats with limited options lists.

To people who fish, this is some of the best news from Quintrex in some time because our test 4.6 side console is virtually ready to go fishing as it comes from the dealer. It needs very little added investment in optional extras – which so many boats do these days!

Basically, the Renegade 4.6 SC is a 4.6 metre side console that most people will have on the water for somewhere between \$22 and \$25 grand. It comes stock standard with a raised casting deck in the bows (with hatches accessing stowage underneath,) side console, seats (and several mounting sockets to move the seats around while travelling, trolling and so on) steering, bow and stern rails, a transducer bracket and a transom step, side decks, is carpeted bow to stern,

fish estuaries, bays and lakes; with maybe even a close inshore/offshore jaunt now and then.

Before getting out on the water, the first thing everyone notices about the new Renegade is that it doesn't have flared bows. No; Quintrex's hallmark for literally generations is quite conspicuous by its absence. What you have got instead though is something flared bow Quintrex's never had, or more accurately, never had until the advent of their "Millennium" hulls back in the year 2000.

Instead of applying the stretch forming machinery used to create Quintrex's distinctive flared bows to the area between the chine and gunwales, in the Renegade hulls it's used to create a much finer deadrise at that oh so critical point where the bows slice through surface chop.

As I discovered on the water during this test (and other tests on a 4.6 Renegade powered by a 60hp Mercury 4-stroke) the end result is a substantial improvement to the rough water ride of Renegade hulls when compared to your average tinny. Bangs and bumps and a generally harsh ride have been a feature of tinnies since forever, and I suggest that any improvement in this respect just has to be good news – and in this case it certainly is.

“ Ideal for people wanting to fish estuaries, bays and lakes, with maybe even a close inshore/offshore jaunt ”

has a full height engine well for safety in rough water, and a full depth 'cockpit'.

Conceptually, the Renegade 4.6 follows a style of boat introduced and indeed popularised by Quintrex with their legendary Top Ender. Top Enders have been with us for years now and have long been accepted as versatile and super effective fishing platforms virtually all over the country. That makes the new Renegade package ideal for people wanting to

I should observe at this point that the Renegade's ride still trails equivalent Millennium hulled models which achieve an even finer deadrise at the bows' "cutting point" due to the stretched forming responsible for their flared bows being combined with stretch forming the hull bottom below them. However, the Renegade's fuller bows aren't all bad in that they gain something back from anything they lose on that particular roundabout with more casting deck space.

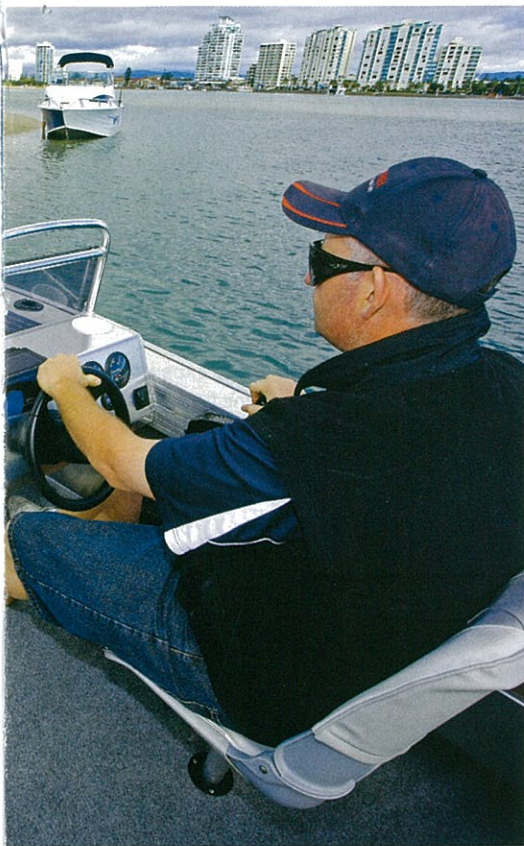


Unpainted and eminently practical, basic Renegade packages can be optioned up with paint work if desired



A side console, bow and stern rails and the transom step are standard on the Renegade 460





« The Renegade layout features a raised casting deck in the bows with a deeper "cockpit" aft for more secure fishing in rough water



⤴ This fishwell in the bow casting deck of our test boat is an option

SPECIFICATIONS

Length – 4.60 metres
Beam – 2.09 metres
Hull Weight – approx 338kg
Max Engine Weight – 120kg
BMT towing weights under the 750 kg where brakes are required should be achievable.
Max Power – 60 hp
Suggested Power – 50–60hp
Fuel Capacity – 70 litres (optional)

CONTACT

For further information visit the website www.quintrex.com.au.

PERFORMANCE

Propeller used for testing
 – 13 inch pitch Mercury "Black Max"

RPM	Speed (km/hr)
750	3–4
2600	12.8
3000	20.8
3500	24.0
4000	32.0
4500	41.6
5400	46.4





Quintrex's new Renegade hull lacks the flared bows been a brand trademark since the year dot – but to stretch forming they do have a fine enough edge at that critical point where the hull slices surface offer a substantially improved ride

It seemed to me too that the 4.6 Renegade was perhaps a little less "squirmy" underfoot with a heavy person up on the bow deck fishing than (say) a 4.6 metre Millennium hulled Top Ender. Not that Top Enders are at any great disadvantage in this respect, but I did think the Renegade was slightly better.

As I said at the start, both Renegade models come as complete packages with limited options lists. The concept is to offer boats that, for people with finite budgets – which is of course most of us – don't need expensive optioning to be pretty damn fine fishing boats.

In fact, fishing electronics are about the only thing you'll have to add to go fishing – a fish finder, GPS etc being virtually essential in fishing today.

Some may choose to spend a little more and option the 70 litre underfloor fuel tank instead of running tote tanks like our test boat. Or perhaps a live well, hydraulic steering and maybe a paint job if looks are important.

On that point though, hard working aluminium fishing boats are often better off without paint because while they don't look as nice as one sporting paint and decals to start with, over time they don't look much worse. While the paint gets scratched and marked and isn't so pretty anymore.

Our test boat then was a basic as-it-comes package powered by a 50hp 2-stroke Mariner outboard. It had an optional live well set under the bow deck but apart from that was a stock standard boat.

It's worth discussing power options at this point because hardly surprisingly, both the 50hp 2-stroke boat seen here and the other 4.6 Renegade I tested running a 60hp Merc 4-stroke ran out to similar top speeds around 45-50km/hr. Such is the power to weight ratio offered by what some call "old tech" carburettor 2-strokes. Given that the price differential between something like the Mariner on our test boat and an equivalent 4 stroke will get you some mighty flash fishing electronics, there's a case to be made for "old tech" 2-strokes. They're an option too often passed over.

We'd all (probably) opt for a 4-stroke if the budget allows and there's no arguing the 4-stroke powered boat ran smoother, quieter and all round "nicer" than the two stroke. Nonetheless they both trolled along idling at between 3-4km/hr and I'm blown if 4-strokes sound any quieter at high revs to me.

Fuel consumption in motors this size is hardly an issue.

Since I tested the Renegades too, Quintrex announced a new arrangement with BRP to package E-Tec motors onto their boats, and the 60hp E-Tec being quite of a leader in its class, you'd be silly not to do your sums on the direct injected 2-stroke option too. ⚓



Quintrex's Renegade 4.6 side console is a value for package that fishos can set up for 22-25 grand on and all ready to go fishing